

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5214

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THURSDAY, JULY 26, 1906.

四拜禮

號六廿月七年七英曆

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$1,500,000
STERLING RESERVE.....\$1,500,000
SILVER RESERVE.....\$1,500,000
RESERVE LIABILITY OF PROPRIETORS.....\$1,000,000

COURT OF DIRECTORS:
A. HAYES, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
E. Goetz, Esq., R. Shaw, Esq.,
Hon. Mr. W. J. Gresson, N. A. Siebs, Esq.,
C. R. Lennemann, Esq., H. A. W. Slade, Esq.,
D. M. Nissim, Esq., H. E. Tomkins, Esq.,
A. J. Raymond, Esq.

ACTING CHIEF MANAGER:
HONGKONG—H. E. R. HUNTER.
SHANGHAI—W. ADAMS DRAKE.
LONDON BANKERS—LONDON AND LONDON BANKING CORPORATION, LIMITED.

HONGKONG BRANCH—INTEREST ALLOWED
On Current Account at the rate of 2 per cent
per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 4 per cent. per annum.
For 6 months, 5 per cent. per annum.
For 12 months, 6 per cent. per annum.
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 6th June, 1906.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be
obtained on application.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 30th May, 1906.

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....\$5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hankow, Kobe,
Peking, Singapore, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank),
Disconto-Gesellschaft,
Deutsche Bank,
S. Bleichroeder,
Berliner Handels-Gesellschaft,
Bank fuer Handel und Industrie,
Robert Warshawsky & Co.,
Mendelssohn & Co.,
M. A. von Rothschild & Soehne, Frankfurt a/M.,
Norddeutsche Bank in Hamburg, Hamburg,
Sal. Oppenheim jr. & Co., Koeln,
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons,
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT,
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Accounts.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

HUGO SUTER,
Manager.

Hongkong, 26th May, 1906.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (L. 3,750,000).

RESERVE FUND FL. 5,000,000 (L. 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,
Rangoon, Semarang, Sourabaya, Cheribon,
Tegal, Pecalangan, Pasoeroean, Ijlalajap,
Padang, Medan (Deli), Palembang, Kota-
Radja (Acheen), Telok-Semawang (Acheen),
Bandjermasin.

Correspondents at Macassar, Bombay, Colom-
bo, Madras, Pondicherry, Calcutta, Hong-
kong, Saigon, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its branches and corre-
spondents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2 per cent. on daily
balances.

Fixed Deposits 12 months 4 1/2 per cent. per annum.
Do. 6 do. 4 do.
Do. 3 do. 3 1/2 do.

L. ENGEL,
Agent.

Hongkong, 28th February, 1906.

DENTAL SURGEON.

G. DE PERINDORCE.

DIPLOMA: PARIS.

Latest Improvements including
PORCELAIN FILLINGS.

HOTEL MANSIONS,
Pedder Street,
Hongkong, 1st June, 1906.

THE CHARTERED BANK OF INDIA.

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000

RESERVE LIABILITY OF SHAREHOLDERS.....£800,000

RESERVE FUND.....£975,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the daily balances.

On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " " 3 1/2 " "
" " " 3 " " 3 " "

T. P. COCHRANE,
Manager.

Hongkong, 16th May, 1906.

THE LONDON JOINT STOCK BANK, LTD.

PARKS' BANK, LTD.

THE UNION OF LONDON AND SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED
On Current Account at the rate of 2 per cent
per annum on the daily balance.

On Fixed deposits for 12 months at 5 per cent.
" " " 6 " " 4 " "
" " " 3 " " 3 " "

THE LONDON JOINT STOCK BANK, LTD.
PARKS' BANK, LTD.
THE UNION OF LONDON AND SMITH'S BANK, LTD.

Hongkong, 14th May, 1906.

THE HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

IN LIQUIDATION.

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (L. 3,750,000).

RESERVE FUND FL. 5,000,000 (L. 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,
Rangoon, Semarang, Sourabaya, Cheribon,
Tegal, Pecalangan, Pasoeroean, Ijlalajap,
Padang, Medan (Deli), Palembang, Kota-
Radja (Acheen), Telok-Semawang (Acheen),
Bandjermasin.

Correspondents at Macassar, Bombay, Colom-
bo, Madras, Pondicherry, Calcutta, Hong-
kong, Saigon, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its branches and corre-
spondents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2 per cent. on daily
balances.

Fixed Deposits 12 months 4 1/2 per cent. per annum.
Do. 6 do. 4 do.
Do. 3 do. 3 1/2 do.

L. ENGEL,
Agent.

Hongkong, 28th February, 1906.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STREAMERS	TO SAIL ON	REMARKS
LONDON, &c.	DEVANHA	28th July, Noon.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.	SARDINIA	About 1st August	Freight and Passage.
YOKOHAMA via SHANGHAI, SINGAPORE, PENANG, COLOMBO, PORT SAID and MOJI and KOBE.	C. C. Talbot, R.M.R.	About 5th August	Freight and Passage.

For Further Particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 26th July, 1906.

Intimations.

LANE, CRAWFORD & CO.

ARE NOW SHOWING

LINCOLN & BENNETT'S AND SCOTT'S
TWEED CAPS.

RAINCOATS AND WATERPROOFS.

CABIN AND SARATOGA TRUNKS.

TRAVELLING RUGS, HOLDALLS.

FITTED SUIT CASES.

KIT BAGS, SOILED LINEN BAGS.

EVERY REQUISITE FOR TRAVELLERS.

LANE, CRAWFORD & CO.

Hongkong, 24th July, 1906.



AQUARIUS Co.'s
STONE GINGER BEER.

THE BEST GINGER BEER OBTAINABLE.

CALDBECK MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 11th July, 1906.

HONGKONG, CANTON AND
MACAO STEAMBOAT CO.,
LIMITED.

CHEAP EXCURSIONS TO MACAO.

SATURDAY, the 28th instant,

THE Company's Steamship
"HEUNGSHAN,"
will depart from the COMPANY'S WHARF at 2 P.M. according to schedule.
Returning departure from Macao about 7 P.M.
Return Fare, 1st Class.....\$4.00
" " returning on Sunday.....5.00
" 2nd Class, available to return on Sunday.....2.00
OTHER RATES AS USUAL.

SUNDAY, the 29th instant.

Time of departure from Hongkong 9.30 A.M. from DOUGLAS WHARF.
" " from Macao 3 P.M.
A second departure from Hongkong to Macao at 7 P.M.
CAPE WEISMANN will supply Luncheon and Refreshments.
MACHADO'S BAND will play Selections of Music.
Popular Excursion Rates as usual.
Children under 12 years Half-Price. NO CHITTY will be accepted, and servants' passages must be paid for.
V. E. CLARKE,
Acting Secretary.

Hongkong, 23rd July, 1906.

Intimations.

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasabe, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armada and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Honda, Ichimura, Kanada, Mameda, Manoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong.

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
Hongkong, 16th November, 1904.

NIKKO CO. GREEN ISLAND CEMENT COMPANY, LIMITED.

WHOLESALE AND RETAIL DEALERS, in all kinds of

JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET, Hongkong.

Hongkong, 28th April, 1906.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 15th March, 1906.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1906.

VICTORIA HOTEL, SHAMEEN, CANTON.

ON THE BRITISH CONCESSION.

MACAO HOTEL, MACAO, CHINA.

IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM. FARMER, Proprietor.

ORIENTAL HOTEL, MACAO.

A FIRST CLASS HOTEL situated in the Centre of Praia Grande with splendid view of the Harbour.

LARGE AND LOFTY ROOMS, Elegantly Furnished.

EXCELLENT CUISINE.

WINE AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND TOURISTS.

For Terms, &c., apply to—

THE MANAGER.

Macao, 16th October, 1904.

CARLTON HOUSE HOTELS,

Nos. 8 and 10, Ice House Road.

ELEGANTLY FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE

SPECIALITIES.

For terms, apply to—

THE PROPRIETOR.

Hongkong, 7th May, 1906.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 4th December, 1905.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
 "POWAN," 2,338 " " " W. A. Valentine.
 "FATSHAN," 2,260 " " " R. D. Thomas.
 "HANKOW," 3,073 " " " C. V. Lloyd.
 "KINSHAN," 1,995 " " " J. J. Lossius.

Departures from Hongkong to Canton daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from Canton to Hongkong daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain G. F. Morrison, R.M.S.
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 5 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 88 tons, Captain J. Willox.
 "NANNING," 509 " " " C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahing, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-Tu, Lo-Ting-Hau, Tak-Hing, Doehing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

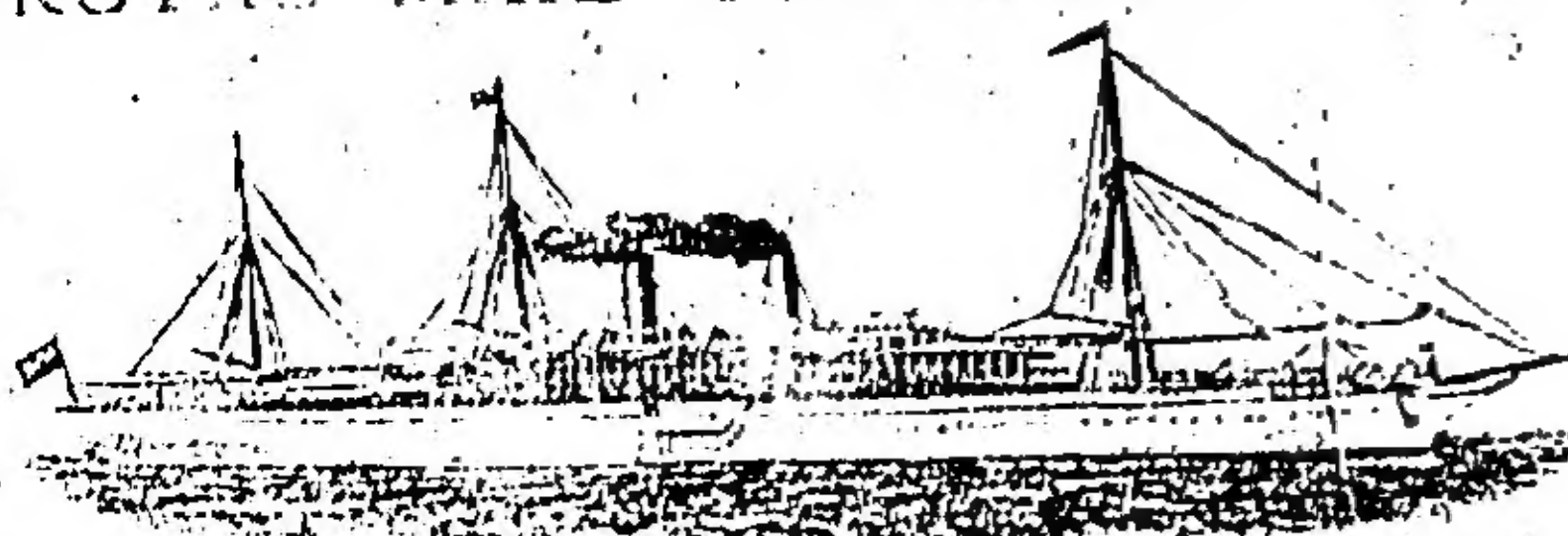
FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.
 Canton to Tak Hing, Single \$12.50, Return \$21.00.
 Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 23rd July, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.
 12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.		(Subject to Alteration).	
P.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
S OF CHINA "	6,000	WEDNESDAY, August 1	August 22
"	4,425	WEDNESDAY, August 8	September 1
S OF INDIA "	6,000	WEDNESDAY, August 22	September 12
AN "	2,440	WEDNESDAY, September 5	September 27
S OF JAPAN "	6,000	WEDNESDAY, September 19	October 10
AGLE "	6,163	WEDNESDAY, October 3	October 27

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate or Steamer, and 1st Class £40. £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate"

Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
 Corner Pedder Street and Praya, opposite Blaks Plaz.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
 Captain T. AUSTIN, R.M.S.

THIS Steamer departs from Hongkong on Week Days and on Sundays, at 7.30 A.M., and returns from Macao at 2.30 P.M., as on Week Days.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$2; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$4; with Cabin, \$2.
 1st Class—Return, \$2; with Cabin, \$3.
 3rd Class—Single, 40 cents; Return, 60 cents.
 Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG Co.

Hongkong, 22nd June, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW," 1,309 tons, T. R. MEAD, Captain.
 "KWONG TUNG," 1,238 tons, H. W. WALKER, Captain.
 Leave Hongkong for Canton at 9 every evening (Saturday excepted).
 Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).
 These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabin.

Passage Fare—Single Journey \$4.
 Meals \$2 each.

Also
 Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:
 1st Class single \$4 with cabin berth \$3.00
 2nd Class single \$2.50, return \$1.50
 Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and
 YUEN ON S.S. CO., LD.,
 No. 8, Queen's Road West.

Hongkong, 13th July, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
BAVERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
PREUSSEN	WEDNESDAY, 21st November.

ON WEDNESDAY, the 1st day of August, 1906, at Noon, the Steamship *BAVERN*, Captain Forster, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 30th July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 31st July, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 31st July.

Contents of Packages are required. No Parcel Receipts will be signed for less than 32 lb. and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0	£42. 0. 0	£22. 0. 0
Return	91. 0. 0	63. 0. 0	33. 0. 0
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0	44. 0. 0	24. 0. 0
Return	97. 0. 0	66. 0. 0	35. 0. 0
TO NEW YORK VIA SUZ:			
VIA NAPLES, GENOA OR GIBRALTAR	61. 0. 0	44. 0. 0	26. 0. 0
Return	115. 0. 0	79. 0. 0	47. 0. 0
VIA BREMEN OR SOUTHAMPTON	68. 0. 0	46. 0. 0	27. 0. 0
Return	123. 0. 0	83. 0. 0	49. 0. 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERRBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
WILLEHAD	4,763	TUESDAY, 21st August.
PRINZ WALDEMAR	3,227	TUESDAY, 18th September.
PRINZ SIGISMUND	3,302	TUESDAY, 16th October.

ON TUESDAY, the 21st day of August, 1906, at Noon, the Steamship *WILLEHAD*, Capt. Obenauer, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return	\$50.00
TO NEW GUINEA	£28. 0. 0	£18. 10. 0	£14. 0. 0	Return	£42. 0. 0
TO BRISBANE	£30. 0. 0	£20. 0. 0	£14. 0. 0	Return	£54. 0. 0
TO SYDNEY	£33. 0. 0	£23. 0. 0	£15. 0. 0	Return	£59. 10. 0
TO MELBOURNE	£34. 10. 0	£24. 10. 0	£16. 0. 0	Return	£62. 5. 0
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return	\$170.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return	\$170.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT

YOKOHAMA & KOBE	"WILLEHAD"	WEDNESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ EITEL FRIEDRICH	WEDNESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SACHSEN	WEDNESDAY, 15th August.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. E. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0
TO BREMEN	63. 10. 0
TO PARIS VIA CHERBOURG	65. 0. 0
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 25th July, 1906.

Docks.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 76 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favorably with that of any port in the world.

Telephone: Nos. 376, 506, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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"MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE LIMITED.
 LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, & C.

F. BLACKHEAD & CO., LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
NO PUMPS. NO HOSE. AUTOMATIC.
 Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.
 Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

"MINIMAX"
 Always ready for immediate use. Requires only one hand to hold. Weight only 18 lbs. when full. Maximum of simplicity and effect.
 In Spill-aging. Destroys all smoke. Can be used by anyone, even baby or child. Minimum of Price, Weight and Size.
 Hongkong, 10th May, 1905.

[33]

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask or write for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanjing Road.
 Hongkong, 27th November, 1905.

[48]

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TIE HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES only 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30. These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE, AGENTS.

WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 23rd December, 1905.

[14]

JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	Second half July	JAVA PORTS	First half August
TJILATJAP	JAVA	Second half July	JAPAN PORTS	First half August
TJIMAH	JAVA	Second half August	JAPAN PORTS	Second half August
TJILIWONG	JAPAN	Second half August	JAVA PORTS	Second half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 10th July, 1906.

[11]

Intimations.

WM. POWELL,
LTD.,
GENERAL
FURNISHERS,
HONGKONG.

SOLE AGENTS

for
Hongkong, China,
and Japan.

ADDISON'S

PATENT

PORTABLE

SANITARY

COMMODE

Hermetically Sealed.

Specially adapted
for hot climates.

The ACME of

CLEANLINESS.

Stocked in

Four Qualities.

No. 1.—Fitted with Mahogany Polished Top, Nickel-Silver Fittings, and White Enamelled Pail.
Price \$21.50.

No. 2.—Fitted with Mahogany Polished Top, Brass Fittings, and White Enamelled Pail.
Price \$18.50.

No. 3.—Fitted with Stained Walnut and Brush Polished Hardwood Top, Brass Fittings and White Bath Enamelled Pail.
Price \$14.75.

No. 5.—Fitted with Mahogany Stained and Brush Polished Hardwood Top, Brass Fittings and Electro-Galvanized Pail, very serviceable and acid resisting.
Price \$14.50.

Wm. POWELL, Ltd.,
Alexandra Buildings,
HONGKONG.

Hongkong, 13th July 1906

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.
SANDALWOOD BOXES (INLAIN) HANDKERCHIEF BOXES, GLOVE BOXES.
MONEY BOXES, &c.
LINEN, HANDKERCHIEFS, JAVA SERONGS.
MANDARIN COATS, COTTON SHIRTS.
SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906

THE TRADE MARKS ORDINANCE, 1878.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that Messrs. GIBB LIVINGSTON AND COMPANY, carrying on business at Victoria in the Colony of Hongkong and elsewhere as Merchants, have, on the 26th day of April, 1906, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Marks:—

1. The representation of three Chinese ladies each of whom is depicted sitting in a punt holding a Chinese oar. At the back of the picture is also a punt with two children sitting in it, each of whom is holding an oar. The water in which the punts are floating is full of water lilies. A willow tree is depicted growing and spreading its foliage over the pond. On the left hand side are three Chinese characters reading "仁記洋行" meaning "The picture of a pun with water lilies." At the top of the label are four Chinese characters reading "仁記洋行" meaning "The picture of a pun with water lilies." At the bottom of the label are four Chinese characters reading "仁記洋行" meaning "The picture of a pun with water lilies."

2. The representation of illustration of two Chinese boys; one of the boys is depicted standing in a fighting attitude and the other is depicted supporting himself on his hands while his feet are raised in the air. On the ground is a Chinese sword, a Chinese spear and a pole. On the right hand side is a tree. At the top of the label are four Chinese characters reading "仁記洋行" meaning "The picture of a pun with water lilies." At the bottom of the label are four Chinese characters reading "仁記洋行" meaning "The picture of a pun with water lilies."

3. The representation of illustration of a fairy with two female attendants standing on each side of her. The one standing on her right hand side is holding a wand and the other is holding a big fan. On the right hand side of the mark are the Chinese characters reading "仁記洋行" meaning "The picture of a pun with water lilies." At the bottom of the label are four Chinese characters reading "仁記洋行" meaning "The picture of a pun with water lilies."

4. The representation of illustration of a man carrying a long banner. On the left of the Trade Mark there is depicted the representation of the sun upon which are the Chinese characters reading "仁記洋行" meaning "The picture of a pun with water lilies." At the bottom of the label are four Chinese characters reading "仁記洋行" meaning "The picture of a pun with water lilies."

5. The representation of illustration of an old Chinaman standing in a field with folded arms and clasping a long staff. Beside him is a large broken egg from out of which six Chinese children are depicted as emerging. Above which are written four Chinese characters reading "仁記洋行" meaning "The picture of a pun with water lilies." At the bottom of the label are four Chinese characters reading "仁記洋行" meaning "The picture of a pun with water lilies."

6. The representation of illustration of a beautiful Chinese young woman sitting in front of a window and holding a book in her right hand. A parrot is depicted standing on and is chained to a stand which is hanging under the window facing the girl. Above which are written four Chinese characters reading "仁記洋行" meaning "The picture of a pun with water lilies." At the bottom of the label are four Chinese characters reading "仁記洋行" meaning "The picture of a pun with water lilies."

7. The representation of illustration of part of a Chinese pavilion or balcony in which are depicted two Chinese ladies one sitting and the other standing.

Intimations.

ting and the other standing. The latter is pointing to a Chinese man who is depicted standing in a garden holding in his left hand a flute. Above which and in the border surrounding the Mark are written the Chinese characters reading "仁記洋行" meaning "The picture of a pun with water lilies." At the bottom of the label are four Chinese characters reading "仁記洋行" meaning "The picture of a pun with water lilies."

8. The representation of illustration of three cash edges of which each cash is depicted in the centre hole of each cash is depicted the face of a Chinese boy. The three cash together are supported by a Chinese boy. On the three said cash are written the Chinese characters reading "仁記洋行" meaning "The picture of a pun with water lilies." At the bottom of the label are four Chinese characters reading "仁記洋行" meaning "The picture of a pun with water lilies."

9. The representation of illustration of a Chinese girl standing on the embankment of a river and leaning against the trunk of a willow tree. She is holding in each of her hands a cash; on the right hand side at the top corner are the Chinese characters reading "仁記洋行" meaning "The picture of a pun with water lilies." At the bottom of the label are four Chinese characters reading "仁記洋行" meaning "The picture of a pun with water lilies."

10. The representation of illustration of a Chinese girl standing on the embankment of a river and leaning against the trunk of a willow tree. She is holding in each of her hands a cash; on the right hand side at the top corner are the Chinese characters reading "仁記洋行" meaning "The picture of a pun with water lilies." At the bottom of the label are four Chinese characters reading "仁記洋行" meaning "The picture of a pun with water lilies."

11. The representation of illustration of a Chinese girl standing on the embankment of a river and leaning against the trunk of a willow tree. She is holding in each of her hands a cash; on the right hand side at the top corner are the Chinese characters reading "仁記洋行" meaning "The picture of a pun with water lilies." At the bottom of the label are four Chinese characters reading "仁記洋行" meaning "The picture of a pun with water lilies."

12. The representation of illustration of a Chinese girl standing on the embankment of a river and leaning against the trunk of a willow tree. She is holding in each of her hands a cash; on the right hand side at the top corner are the Chinese characters reading "仁記洋行" meaning "The picture of a pun with water lilies." At the bottom of the label are four Chinese characters reading "仁記洋行" meaning "The picture of a pun with water lilies."

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17. The representation of illustration of a Chinese girl standing on the embankment of a river and leaning against the trunk of a willow tree. She is holding in each of her hands a cash; on the right hand side at the top corner are the Chinese characters reading "仁記洋行" meaning "The picture of a pun with water lilies." At the bottom of the label are four Chinese characters reading "仁記洋行" meaning "The picture of a pun with water lilies."

18. The representation of illustration of a Chinese girl standing on the embankment of a river and leaning against the trunk of a willow tree. She is holding in each of her hands a cash; on the right hand side at the top corner are the Chinese characters reading "仁記洋行" meaning "The picture of a pun with water lilies." At the bottom of the label are four Chinese characters reading "仁記洋行" meaning "The picture of a pun with water lilies."

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SEA SERPENT AHOY!

OUR FESTIVE OLD FRIEND SIGHED OFF BRAZIL.

The sea serpent has been discovered! The monster was located off the coast of Brazil. His discoverers were not wicked sailors, habitually careless handlers of the truth, but solemn, sober Men of Science, and they told their gigantic fish story to a grave assembly of scientists at a recent meeting of the Zoological Society.

It was on 7 Dec last that the monster was, so to speak, "run to earth." Lord Crawford, the enthusiastic scientist, took a party of other scientists for a six months' cruise in his yacht "Velkha" last winter. In December, while they were cruising off Brazil, about latitude 7 min. 14 sec., longitude 34 min. 25 sec., two vigilant investigators in the party—Mr. Mead Waldo, the well-known amateur naturalist, and Mr. Michael J. Nichol, the professional naturalist—saw the monster.

"An unknown animal seen in the sea," was the description which Mr. Waldo gave last night.

"IS THAT A FIN?"
"About a quarter-past ten in the morning," said he, "Mr. Nichol drew my attention to an object in the sea about 100 yards from the yacht."

"He said, 'Is that the fin of a great fish?' I looked, and saw a large fin, or fin, sticking out of the water, brown in color, and crinkled on the edge."

"The fin was apparently about 6 ft. in length, and stood 18 in. or 2 ft. out of the water. Just under the surface of the water we saw the shape of a considerable body. A great head and neck, together 7 or 8 feet long, rose out of the water in front of this fin. The neck was about the thickness of the body of a slight man."

"The head, which was of about the same thickness, had a very turtle-like appearance. We were sailing pretty fast, and we quickly drew away from the object. It moved its head from side to side in a peculiar manner. Then Mr. Waldo added a touch characteristic of many fish stories. 'Since I saw the creature,' he said, 'I consider, on reflection, that it was probably considerably larger than it appeared to me at first!'

AN EEL-LIKE NECK.
Mr. Nichol's account of the fearsome monster was strongly corroborative. "Its eel-like neck, fully 6 or 7 feet long, was of the thickness of a man's thigh, and its head was like the head of a turtle," he said.

"It lashed the water with a curious wriggling movement." The next day the first mate and third mate noticed a great commotion in the water, and without any knowledge of what Mr. Waldo and Mr. Nichol had seen they described a monster which appears to be identical with the one which was first sighted by the scientists—was considerably hovering around the scientist's ship!

"They both maintained emphatically that it was not a whale," declared Mr. Nichol, "and they said that they had never seen anything like it before."

THE SCIENTISTS WENT PALE!
Lord Crawford, with a laugh, told the Zoological Society that both Mr. Waldo and Mr. Nichol had been deceived. "I saw the creature," he said, "and I was quite convinced of the accuracy of this statement. The explanation is made that 'by their world's international commerce' is meant the import plus the export of all countries from which reports were available. It seems as if this method of computation doubled actual. The total commerce of a given city is the total of imports plus exports. The relative items refer to different countries. The relative distinction is made in statistics reports from merchandise imported for consumption for re-exportation."

THE 8. DEPARTMENT OF COMMERCE AND Labour limits a statement that "the world's international commerce will aggregate fully twenty-five billions of dollars in the year 1906." We are quite convinced of the accuracy of this statement. The explanation is made that "by their world's international commerce" is meant the import plus the export of all countries from which reports were available. It seems as if this method of computation doubled actual. The total commerce of a given city is the total of imports plus exports. The relative items refer to different countries. The relative distinction is made in statistics reports from merchandise imported for consumption for re-exportation."

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HUMAN OSTRICH.

MAN WHO CHEWED GLASS AND ATE HATPINS AND STONES.

A curious way of earning a living was revealed at an inquest at Islington on a man named Robert Naysmith, aged thirty-four. According to the witness, for some years the deceased had been in the habit of gaining a living by chewing glass, swallowing needles, hatpins, nails, and stones. He was known as the human ostrich, and descriptions of him, it was said, had appeared in several magazines. He began at last to waste, and it was thought that he was suffering from consumption of the lungs. At last he had to give up his exhibitions, and gained a precarious living by selling bootlaces. Eventually he entered the infirmary, where he died.

The medical evidence showed that some thirty hatpins and needles were found in the intestines, and also some brass-headed nails. Deceased's stomach was in a state of inflammation. The articles found had set up gastritis and peritonitis.

A verdict of Death from M. adventure was returned.

Intimations.

CITY OF PARIS;
2, PEDDER STREET.

CHEAP SALE
OF
MILLINERY, &c.,
FOR ONE WEEK.

Hongkong, 25th July, 1906.

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1906, of FOUR DOLLARS per Share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after THURSDAY, the 2nd August.

THE TRANSFER BOOKS of the Company will be CLOSED from the 24th to 31st instant, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 19th July, 1906.

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters:—

1. Whether the administration of the Sanitation and Building Regulations enacted by the Public Health and Buildings Ordinance, 1913, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commission makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,
W. BOWEN-ROWLANDS,
Secretary.

Hongkong, 6th July, 1906.

A. CHAZALON & CO.

JUST UNPACKED.

ANCHOVY IN OIL (Boneless).
STUFFED OLIVES.
SARDINES (Boneless).
Do. AU CITRON.
FISH PASTE FOR SANDWICH.
PUREE DE FOIE GRAS Do.
AND
Other Pic-nic size tins of PRESERVES.
FRENCH BISCUITS.
HUNTLEY & PALMER'S BISCUITS and CAKES.
CROSSE and BLACKWELL'S SAUSAGES, STREAKY BACON, BATH CHOPS, &c.
ALSO
GERMAN SAUSAGES, ASPARAGUS, and other VEGETABLES.
Hongkong, 21st July, 1906.

WANTED.
BY a Young Lady a situation as TYPIST, open for immediate engagement.
Apply to—
"X. Y. Z.,"
C/o This Paper.
Hongkong, 11th July, 1906.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and all other chemicals.
Price 12/6 per case of 48 bottles (quarts) or 6 doz. pints.
Special Prices for quantities.
Sole Agents—
SIEMSEN & CO.
Hongkong, 10th January, 1903.

BY a Young Lady a situation as TYPIST, open for immediate engagement.
Apply to—
"X. Y. Z.,"
C/o This Paper.
Hongkong, 11th July, 1906.

BY a Young Lady a situation as TYPIST, open for immediate engagement.
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"X. Y. Z.,"
C/o This Paper.
Hongkong, 11th July, 1906.

Intimations.

YOU WILL NOT

be deceived. That there are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles, lest they be humbugged and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The remedy known as

WAMPOL'S PREPARATION is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosph

Intimations.

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

- B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule 12.00
- C. MANZANILLA, PALE NATURAL SHERRY, White Capsule 13.50
- CO. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule 16.00
- D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule 18.00
- E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality (old bottled), Black Seal Capsule 27.00
- B, C, and CC are excellent Dinner Wines, D and E are After-Dinner Wines of a very fine Vintage.

ALL ARE SUPERIOR SERIES WINES.

COGNAC BRANDY.

- A. OLD PALE 20.00
- B. SUPERIOR VERY OLD COGNAC 27.00
- C. VERY OLD LIQUEUR COGNAC 33.00
- D. HENNESSY'S FINEST VERY OLD LIQUEUR COGNAC 40.00
- D. is a VERY FINE LIQUEUR BRANDY which we guarantee cannot be matched at the price.

All the above prices are subject to a discount of 5 per cent.

A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 25th July, 1906.

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NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to the Editor, 1, The Arcade, Hongkong, and should be accompanied by the Writer's Name and Address.

Only business communications should be addressed to the Manager.

The Editor will not undertake to be responsible for any rejected MSs, nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

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The rates per quarter and per annum, proportionally, are the same.

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The Hongkong Telegraph

HONGKONG, THURSDAY, JULY 26, 1906

SINGAPORE'S INDEBTEDNESS.

Unless the figures published by the *Singapore Free Press* are grievously wrong, the financial position of the Straits Settlements, mainly as the result of the expropriation of Tanjong Pagar Docks, is far from satisfactory. Only a few years ago, less than a decade, the Government of the Straits Settlements could annually boast of a surplus of revenue over expenditure, and at the same time retire with the knowledge that the Colony was not burdened with debt of any description. But the progressive policy of the present Government has converted that surplus into an alarming deficit, so that it is difficult to see how the Colony is to meet its liabilities. The award of the special Commission appointed in connection with the expropriation of Tanjong Pagar Docks amounted to thirty million dollars, or in round figures £3,500,000. The scheme adopted for improvements and developments at Tanjong Pagar is estimated to involve an expenditure of £1,800,000. Then £500,000 is to be spent in deepening Singapore River, while the inner harbour scheme is expected to cost £1,000,000. There is also a minor item of £200,000 to be expended on Penang harbour. The grand total amounts to £7,000,000, one half of which is required immediately, partly for the payment of ex-shareholders in Tanjong Pagar, and partly for the commencement of the harbour improvements. With the single exception of the inner harbour scheme the Straits Government is irrevocably committed to the works detailed. The interest on £7,000,000 at 3½ per cent., plus sinking fund ½ per cent., equals 4½ per cent. per annum, or £3,175,000, that is to say \$2,588,500.

Now where is that sum to come from, and how are the various improvements to be carried on simultaneously with the discharge of the Colony's liabilities? It is not anticipated that there will be any marked increase in the revenue of Tanjong Pagar, and on existing rates the earnings of the Board barely cover interest and sinking fund upon the capital cost of the expropriation. It is generally recognised now, even by those who were most strenuous in their opposition to the harbour improvement scheme, that the principle and plans having been finally adopted there is no possibility of evading responsibility and the proposition is to make the revenue coincide with the annual expenditure. Our contemporary remarks that, "Where the interest is to come from on the £1,800,000 worth of developments at Tanjong Pagar it is difficult to see." The average revenue of the Colony is about \$11,500,000 and the expenditure so closely corresponds that the surplus or deficit is infinitesimal; but that is in ordinary times, when there are no harbour or sanitary schemes on the tapis. The adoption of improvements, etc., has forced the Colony into what at first sight seems a financial *cul-de-sac*. It has been remarked that only a few years ago the Government of the Straits Settlements was in the prosperous condition of being able to pay twenty shillings in the sovereign and still lay something past for a rainy day. Naturally, or otherwise, a Conservative Government at Westminster considered that it was absolute folly to allow a Crown Colony to wallow in wealth. The Imperial authorities hunted high and low for a pretext whereby the surplus of the Straits Settlements might be kept within reasonable bounds and after many pow-wows decided that the Colony's military contribution was utterly inadequate. Accordingly, it was decreed that the Straits Settlements should contribute one-quarter of the gross revenue towards the maintenance of Imperial troops—not in the Straits Settlements, but in all the corners of the globe where the flag is defended by British soldiers. The Colony protested; the unofficial members of the Legislative Council resigned in a body; the Justices of the Peace and the members of the Chinese Advisory Board threw up their appointments in disgust; public meetings were held to denounce the thieving authorities, but all to no purpose. The Imperial Government stuck like a limpet to the one-sided bargain, and since 1895 the Straits Settlements have been paying this monstrous exaction. During the intervening years, the Colony has had no serious difficulty in forwarding the annual contribution, but a new set of conditions has arisen. Unless the Colony can meet its expropriation bill, and proceed with the general scheme of improvements it will be on the verge of insolvency. Singapore, like Hongkong, must remain a free port, which means that there are no new sources of revenue to draw upon. In these circumstances the new Liberal Government might be approached with a view to remitting part of the military contribution. The United Kingdom, despite the walls of the Tariff Reformers and others of like kidney, is not going to the dogs; it has had a year of unexampled prosperity and the Government might well reduce the amount payable by the Straits in name of military expenditure. If the home authorities agreed to reduce the contribution by one-half, the Imperial Government would only lose a trifle of £150,000 or so, a mere fleabite amongst the millions of the home revenue; but that sum would prove of vast benefit to the Straits Settlements and enable the Colony to keep its head above water.

THE LANDLORD'S TRIALS.

After all there seems to be a limit to a landlord's responsibilities. The tenant who has to pay an abnormal rental in order to satisfy a rapacious property owner has a thousand and one grievances, and if he is of the respectable class of the community his liabilities and sufferings are increased tenfold. But where the proprietor owns houses in the lower quarters of the city where coolies congregate and endeavour to make the best of a bad bargain, he occasionally becomes the vicarious victim of the law's requirements. From statements made at the Sanitary Board the other day, it appears that should a tenant fail to notify the Department that a case of plague has occurred the landlord will not receive a penny in the way of compensation for the damage done to his property by enthusiastic sanitary officials. They may knock down the walls and discover sundry openings; these are promptly declared to be rat runs and the landlord is served with a notice ordering him under pain of prosecution to see that they are blocked up. He has to conform with rules and regulations about surface cement, airspace, height of buildings and other matters that he never heard of and probably did not care a fig about before he entered the ranks of the landed gentry. These things only occur, of course, where the coolie quarters are concerned. The landlords of houses on the higher levels, so that their tenants bear all responsibilities,

and all they have to do is to collect the rents and wonder by what manner of means and on what specious excuse they can raise the rent another hundred dollars. It has been left for the police of Singapore to discover a new method of "getting at" the landlords, if they can. A number of houses in that Colony were raided and found to be nothing more or less than gambling dens. The gamblers were arrested and convicted, but nobody would admit being the tenant of any of the houses. The police thereupon seized the landlords and held that they had committed an infraction of the law in permitting gambling to be carried on in premises belonging to them. The landlords one and all denied all connection with the gamblers, but they had no idea who their tenants were! They had simply collected their rents, and with that sublime indifference to mundane affairs which characterises the high and mighty they ignored the existence of their tenants—except as money-grubbing machines—and stood in amazement when it was suggested that a tenant like a dog usually had a name. But the police were too smart for once; the Magistrate declared that a landlord cannot be held responsible for his tenant's misdeeds and so the landlords departed in great feather. It would be interesting to know, however, if a tenant in Hongkong who lent his house to another while he spent the summer months at Macao would be held equally innocent under similar circumstances.

THE PACIFIC MAIL COMPANY.

Although no official notification has yet been received or, at all events, published on the subject, it is matter of common knowledge that the steamship *Cepile*, which for the last ten years has been running under the Occidental and Oriental Steamship Company's flag, has been sold to the Pacific Mail Steamship Company, of which Mr. W. Harrison, the well-known shipping and railway magnate, is the head. It will be remembered that some months ago, when the steamers of the principal Japanese shipping companies were released from duty by the Government and resumed their regular passenger runs, a rumour gained currency to the effect that the *Toyokisen Kaisha* were in negotiation for the purchase of two steamers from the Pacific Mail Company. It was suggested that the Japanese Company intended to establish a fast line of steamers between Hongkong and San Francisco, and the Pacific Mail company having failed to discover a fortune in the Eastern trade were willing to dispose of at least two of their Pacific fleet. Whether Mr. Harrison's declaration that his Company were prepared to abandon the trade they had built up was a *rise de guerre* or not is another question. In America it was believed that the shipping magnate of the Western States was trying to force the Government to subsidise the vessels of the Pacific Mail line. If that were the case he evidently failed to realise his object, although there is little doubt that private enterprise will in time be rewarded by an annual Government bounty. At any rate, the deal was not consummated and the Pacific Mail line is still one of the principal factors in the trade between America and China. If he true, and there is no reason to doubt that, that the Pacific Mail has purchased the *Cepile* or chartered the vessel for an extended term, that would seem to indicate that the collection of the United States with the East has not reached such a low level as some would endeavour to make out. It would also seem to prove that the Pacific Mail Company propose to advance and consolidate their interests in the intercontinental trade. The Pacific Mail line, being a tributary of the overland railway lines—which practically dominated by Mr. Harriman—holds advantages which are only equalled by the Canadian Pacific Railway Company. It is satisfactory to believe that the Pacific Mail Company will maintain its prestige as one of the leading lines connecting between Hongkong and San Francisco, and there is little doubt that the Company's enterprise will be adequately rewarded. With the boycott a thing of the past, India open to international trade, and China absorbing fresh ideas and acquiring modern tastes every day, the future of the Pacific trade is big with promise, and it is unlikely American methods if an opportunity so favourable was willingly allowed to pass without any attempt being made to take share of the spoil.

THE WEATHER.

The following report is from Mr. F. G. First Assistant of the Hongkong Observatory. On the 25th at 1.20 p.m.—The depression is moving Northwards and deepening the S. Coast of Japan. On the 26th at 11.50 a.m.—The barometer slightly on the China coast. The depression is still shown over S. China. The barometer has risen considerably. L. u. n. and pressure is now slightly above normal over the S. Philippines. Gradients are hence somewhat steeped yesterday over the China Sea, and S.W. gales will prevail over the northern part of the Bay. Hongkong Rainfall for the 24 hours at 10 a.m. to-day, 1.12 inches.

LOCAL AND GENERAL.

THE following match under the auspices of the Water Polo Association is expected to take place this afternoon:—8 p.m. R.G.A., 2. Band, R.W.K., at 6 p.m. On Monday, B team V.R.C. will play D Co., R.W.K., at 5.15 p.m. R.H.K. Yacht Club will play G Co., R.W.K., 5.45 p.m., and Royal Engineers will play 3rd Co., R.G.A., at 6.15 p.m.

Tn. landlord of Nos. 1, 2, 3, 4 and 5, Hill Street was summoned by the Building Authority, before Mr. F. A. Hazeland, at the Magistracy this afternoon, for neglecting to pull down iron partitions in these houses. Mr. F. B. L. Bowley, of Messrs. Denys and Bowley, prosecuted, and Mr. M. W. Slad, instructed by Mr. R. Harding, defended. The case was proceeding when our reporter left.

A CHINAMAN, who has already paid 4750 in fines, the result of four previous convictions, for contravening the Opium Ordinance, made his fifth appearance at the Police Court this morning, before Mr. Gompertz, on the old charge, that of unlawful possession of his premises, and being in unlawful possession of a quantity of the drug. He was fined \$1,000 on the first charge, and \$500 on the second.

AU U, an accountant, employed in a shop at 103, Station Street, Yau-ma-tei, attended the police-court yesterday to pass an hour or two looking at the proceedings of the Court. Au watched several cases being disposed of and fighting things slow, took out a cigarette, struck a match, lit it and commenced puffing vigorously. The other spectators who had read the notice posted outside the door felt afraid for Au but did not dare give him advice. The smoke was seen rising above the heads of the spectators. There was a shuffling of feet behind and it was known that trouble was coming. An officer elbowed his way through the crowd, waited for a moment to spot his man, and poor Au was seized by the queue, hustled out of the court-house into the compound, and down to the charge-room, where a charge of "contempt of Court" was entered against his name. He was brought up again—not as a spectator on this occasion—but as a prisoner and placed before Mr. Gompertz. Au pleaded ignorance, and after he had received a "calling down" was discharged with a caution. He returned to Yau-ma-tei a more experienced man.

THE MORPHINE SEIZURE.

ONE CASE CLAIMED.

The report which was published in last evening's issue relative to the seizure of five cases of morphia, valued at \$6,000, in the Hongkong and Kowloon Wharf and Godown Company's premises at Tsai-tan-tsu, by excise officers, on the 23rd instant, brought forth claimants this morning. One of the claimants, Messrs. Wm. Opium Farm they stated that one case out of the five seized, and marked "A. C." and underneath those letters "0004," was impounded into the Colony by them, and they requested that that case be delivered. Receiving instructions from the head of the Opium Farm, Chief Hogganah made an application before Mr. F. A. Hazeland, at the Magistracy, this morning, for the release of one case of morphia, as there had been a claimant. The application was granted. There have been so far no other claimants for the remaining four cases.

BANKRUPTCY.

Re THE QUEUNG YING LOONG FIRM.

An Bankruptcy Jurisdiction this morning, by Honour Mr. A. G. Wise, P.M. Judge, presiding, the public examination of the bankrupt in the case of the Queung Ying Loong firm, ex parte Chin Cheuk, creditor, was held.

Mr. G. H. Wakeman, Official Receiver, conducted the examination; Mr. Harston, of Messrs. Ewens, Harston and Harding, appearing for the petitioning creditor.

Queung Ying Loong said he was a partner in the bankrupt firm of house-builders and contractors. There were three partners in the firm beside himself, one partner, Kwo Tai Loong, was dead, and the other two were not in the Colony.

His Honour: But the dead man; who takes his share?

Witness: There are no representatives. The capital, continued witness, was \$600. (Laughter.)

The Official Receiver: They often start on small capital, and get in myre afterwards.

Witness, continuing, said he started business in 1903, and had made no profits. The other partners from time to time advanced money to the firm. Witness put in £1,900 and the others advanced \$11,000 between them. There was due to the firm \$3,000 on contracts. There was also money owing from the Commissioner of Customs for a contract in Canton. That was in a contract involving \$5,000. He had transferred that contract to Wong Cheong, without consideration. Witness would not get anything out of that contract. His interest was \$3,000 which he put up as security. That was the shop's money, and had not been returned. Another man owed him \$7,500 for goods sold and delivered but he had no receipt for the amount. The man lived at Shaikwan, but witness had not seen him for a long time.

His Honour: Probably he is dead too.

Witness, continuing, said there was a dispute over one contract bill, because the work was not finished in contract time. Mr. Danby had certified the bill for \$3,600, but he did not remember when that was. This closed the public examination, and the order of adjudication was made.

THERE are 256 railway stations within a six-mile radius of St. Paul's Cathedral, while within a twenty-mile radius there are nearly 400.

JUPITER PLUVIUS.

RETURNS IN STATE TO HONGKONG.

Not so very long ago, people in Hongkong were bawling the inadequacy of the water supply, and in Wanchai matters reached such a desperate state that residents were unable to get sufficient water to provide for their maternal cup of coffee, to say nothing of other domestic purposes. Now, however, the boot is on the other leg, for people in the same district are grumbling at the expense involved in travelling from one place to another on account of the superabundance of water in the streets. At first sight it seemed as if the dry season had again arrived, for the thoroughfares on the lower levels were flooded to-day, just as they were when water being scarce and only to be obtained at a price, the hydrants were allowed to burst and afford kaleidoscopic effects for the instruction of the young and the entertainment of the ribald. Jupiter Pluvius has undoubtedly returned with a vengeance, and we may take it that the cry of a depleted water supply will not be heard again this year. While residents have been looking for the arrival of the typhoon which has been hanging around the Colony for some days, if the reports of the meteorological department are to be trusted, they were scarcely prepared for the series of cloud-bursts which have broken over the city during the past few days. One effect of the rain storm has been a gratifying fall in the thread of the thermometer. Previously the weather had been been abnormally hot, and panting humanity sought in vain for refreshing breezes along the Praya, but even the occasional puffs of wind which idly flapped the sails of stationary junks in the harbour scorched the skin as if they had just passed over the Arabian desert. It is unfortunate that nature in this part of the world is unable to hit upon a happy medium. It is always experimenting, and never reaching a solution of the problem; the weather is either too hot or too cold, too wet or too dry. One would almost take it to be a Government department, so erratic and unaccountable are its ways.

INDIAN CASE SETTLED.

THEY TOOK THE CAKE.

The case in which Mr. C. F. Dixon, of the office of Mr. John Hastings, applied, before Mr. H. J. Gompertz a few days ago, for the withdrawal of a case in which Churnall Channall, of 8, D'Almeida Street, summoned the manager of Messrs. Dhunamull Chellaram & Company, of 2, D'Almeida Street, for converting a packet, valued at sixpence, which was entrusted to their care for the complainant firm, on 4th May last, and in which his Worship refused to grant the application for withdrawal, was called on again, at the Police Court, this afternoon. On this occasion, Mr. John Hastings prosecuted, and Mr. G. K. Hall, of Messrs. Brutton and Hall, defended.

Mr. Hastings said that the parcel referred to was one delivered through the Post for his client. His client was not in the Colony at the time and the parcel was opened. He and Mr. Brutton would ask that the case be withdrawn. Mr. Brutton said that the complainant was formerly a servant of the defendant firm. Some time during the month of May his clients paid complainant's passage back to India. When complainant was away, a package, addressed to him, was received by the firm. The parcel was opened and it was found to contain perishable articles, to be precise, the contents were cakes.

His Worship:—And I suppose they ate the cakes?

Mr. Brutton:—Quite so, your Worship. A sensible idea.

Continuing, Mr. Brutton said that instead of going to India the complainant only went as far as Singapore and returned to Hongkong. His clients had written to India for more of the cakes, and they were willing to return complainant's property. He would ask that the summons be withdrawn.

His Worship said that from what he was now told, he thought there was a ground for withdrawal. The reason why he refused the application at the last hearing was because Mr. Dixon said, on asking for the withdrawal, that the Indian community of Hongkong did not want the case to go on, and he did not think that sufficient reason to grant his application.

Mr. Hastings:—I suppose the case will be struck out now, your Worship?

His Worship:—Yes.

The summons was then withdrawn.

BOXING "CHAMPIONS."

ANXIOUS TO FIGHT IN SINGAPORE.

There are three amateur exponents of the art of self defence in town, says the *Eastern Daily Mail*, viz., Christie, Morrel and Newman. Christie's prowess is so well known that any further comments on same are unnecessary. He boasts of a good record in India, and if considerations of space would permit of our doing the details of his various victories would be now published. Morrel gave a good account of himself in Burma, being in fact declared the middle weight champion, though it is but fair to observe that Christie, his opponent, had been on the sick-list for some time previously; had he been in his usual health, his admirers do not consider that he would have been defeated. He publicly announced that he was willing to meet Morrel, and in support of his challenge his friends deposited a forfeit of Rs. 100. But for reasons best known to himself Morrel declined. If a meeting can be arranged, some good clean fighting should be witnessed. Christie informs us that he is willing to deposit \$500 as a guarantee of good faith for his challenge at catch weights and wants some one to cover it. Newman who has come down from Manila is also here and is anxious to meet any light weight or wrestler in the Colony.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

JAPANESE COURT-MARTIAL.

ECHO OF THE WAR.

OFFICERS CASHIERED AND REDUCED IN RANK.

[From Our Own Correspondent.]

Shanghai, 26th July, 11.50 a.m.

The Japanese court-martial appointed to deal with the officers responsible for the surrender of troops on board the *Kenshu Maru*, in May, 1904, has now rendered its decision.

Two lieutenants who were in command of the vessel when the surrender took place have been cashiered.

The paymaster, two army captains and three junior military officers have been stripped of their decorations and reduced in rank.

AN IMMIGRATION CASE.

BOARDING HOUSE RUNNER CONVICTED.

At the instance of Detective Sergeant Grant, Mak Fuk, a boarding house runner, residing at No. 7, Wo On Lane, was arraigned before Mr. F. A. Hazeland, at the Police Court this morning, charged with enticing a lad named Lam Kwan Yau on board the steamer *Kumsang*, by force and fraud, with the intention of getting him out of the Colony, on the 24th instant, for immigration purposes. Lam Kwan Yau declared that he was only eighteen years of age and a native of San Wui. On 9th July he was brought into the Colony by a man named Cheung Nau. He came to Hongkong willingly to work as a coolie. When witness arrived in Hongkong, he and his guide went to a coolie house at No. 7, Wo On Lane. During his residence at the coolie house witness became acquainted with the accused, and on 24th July last defendant spoke to complainant about going to Singapore. Defendant said that he would get witness a job as cook on his arrival there, and his pay would be about \$15 per month. Witness consented to go to Singapore and at that job and in the usual course witness was taken on board the *Kumsang* to undertake his journey to the Singapore El Dorado. When complainant was comfortably installed on board, the philanthropic matter was thrown to the winds, and accused produced a promissory note and asked witness to put his finger impression on it. When the paper was produced witness heard somebody whisper *mai chu chat* (sell you like a pig). He knew at once that on arrival at Singapore the defendant would sell him so he refused to go. This annoyed the accused, who followed complainant, and threatened to "slaughter" him if he said anything about it.

His Worship:—I don't think I can convict the man under this ordinance, unless you can prove that \$15 is the price paid cooks in Singapore.

Sergt. Grant:—I can't prove that, your Worship, but I should think that conditions in Singapore are the same as in this Colony.

His Worship:—I can convict him for aiding and abetting stowaways.

When complainant was put on board the *Kumsang* by the accused, said Sergeant Grant, he had no ticket and must have been going on board to stowaway. The officer then related the working of the immigration business. He said that before a coolie can emigrate from the Colony he must register himself in a boarding house for forty-eight hours. Then he goes before the immigration officer, who examines him, and hands each man a properly-chopped passenger ticket. No tickets are allowed to be issued on board ship.

His Worship sentenced accused to six weeks' hard labour.

It is stated that if all the gold in the world were melted into ingots it might be contained in a room 2½ ft. square and 16 ft. high.

STRAM has by no means made sailing vessels obsolete. The total number of them in the world is still 65,934, as against 30,561 steamers.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Lightning*) 29th inst.
American (*America Maru*) 29th inst.
Ger. (*Prins Eitel Friedrich*) 30th inst., p.m.
German (*Bayern*) 31st inst.
Australian (*Eastern*) 3rd prox.
Indian (*Suisan*) 5th prox.
American (*Sleria*) 6th prox.

The O. S. S. Co. & C. M. S. N. Co.'s s.s. *Diomed* left Singapore yesterday morning, for Shanghai and does not call here.

The C. P. R. Co.'s s.s. *Empress of India* left Vancouver p.m., on 23rd inst., for Hongkong via the usual Ports of Call.

The N. Y. K. Bombay Line s.s. *Tokomi Maru* left Shanghai for this port on 25th inst., and is expected here on 28th inst.

The Java-China-Japan Lijn s.s. *Tjilatjap* left Macassar for this port on 25th inst., and may be expected here on 2nd prox.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUK
GLASGOW and LIVERPOOL	"DIOMED"	2nd August.
GLASGOW and LIVERPOOL	"TELEMACHUS"	2nd "
GLASGOW and LIVERPOOL	"PELEUS"	9th "
GLASGOW and LIVERPOOL	"CHING WO"	14th "
GLASGOW and LIVERPOOL	"ANTENOR"	16th "
GLASGOW and LIVERPOOL	"CYCLOPS"	23rd "
GLASGOW and LIVERPOOL	"BELLEROPHON"	30th "
GLASGOW and LIVERPOOL	"KINTUCK"	30th "
GLASGOW and LIVERPOOL	"TEENKAI"	6th September.
GLASGOW and LIVERPOOL	"MACHAON"	6th "

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	31st July.
LONDON, AMSTERDAM & ANTWERP	"PATROCLOS"	7th August.
LONDON, AMSTERDAM & ANTWERP	"ORISTES"	14th "
LIVERPOOL DIRECT	"TYDEUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	28th "
HAVRE, ROTTERDAM & L'POOL	"ALCINOUS"	30th "

Taking Cargo for Liverpool at London Rates and taking Cargo for Genoa, Marseilles and Hull to connect with "Asiatic" at Singapore.

TRANS-PACIFIC SERVICE.

OPERATING IN CONNECTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS.	"TELEMACHUS"	4th August.
NAGASAKI, KOBE and YOKOHAMA	"BELLEROPHON"	1st September.

WESTWARD.

FROM	STEAMERS	DUK
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TYDEUS"	15th August.
	"STENTOR"	8th September.

For Freight, apply to
HONGKONG, 25th July, 1906.

BUTTERFIELD & SWIRE,
AGENTS.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, WEI-HAI-WEI, CHEFOO and TIENTSIN	"KWEIHOW"	28th July.
NINGPO and SHANGHAI	"TIENTSIN"	31st "
MANILA	"TEAN"	31st "
SHANGHAI	"YCHOW"	1st August.
CEBU and ILOILO	"SUNGKIANG"	1st "
CHEFOO and NEWCHWANG	"KWEIYANG"	7th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	11th "

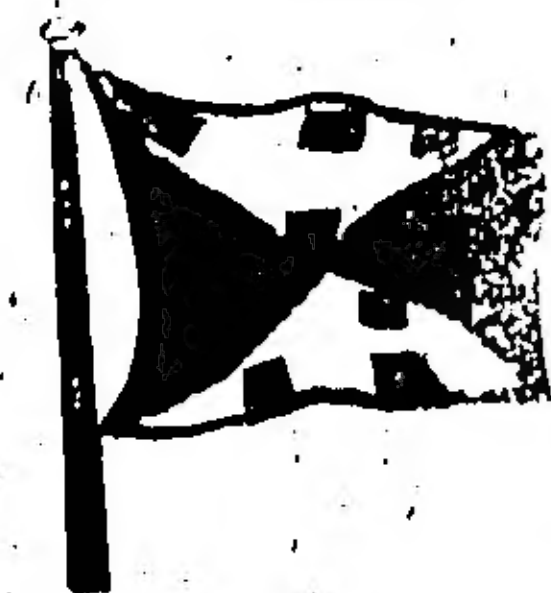
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

HONGKONG, 25th July, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 28th July, at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 4th August, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

HONGKONG, 21st July, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW-YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"JOHN HARDIE"	20th August.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents

HONGKONG, 10th July, 1906.

Dentistry.

Dr. M. H. OHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VOUX ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1906.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'ARQUILLER STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 20th July, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS.	DESTINATIONS.	TO SAIL
SAXONIA	SHANGHAI, YOKOHAMA AND KOBE	27th July.
*SILESIA	SHANGHAI, YOKOHAMA AND KOBE	30th July.
*SCANDIA	SHANGHAI, YOKOHAMA AND KOBE	9th August.
*SLAVONIA	SHANGHAI, YOKOHAMA AND KOBE	14th August.
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	28th August.

HOMEWARD.

Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE
LEVANT, BLACK SEA and MEDITERRANEAN (North and South American Ports).

STEAMERS.	DESTINATIONS.	TO SAIL
ALESIA	HAVRE and HAMBURG.	7th August.
SPEZIA	Via SINGAPORE, PENANG and COLOMBO	21st August.
*SILESIA	Via SINGAPORE, PENANG and COLOMBO	4th September.
*SCANIA	NAPLES, HAVRE and HAMBURG.	18th September.
SENEGAMBIA	Via SINGAPORE, PENANG and COLOMBO	28th September.

*This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Washerwomen.

The "RHEINIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. "HABSBURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA" and s.s. "SILESIA."

COAST SERVICE.

STEAMERS.	DESTINATIONS.	TO SAIL
ITHAKA	SHANGHAI and CHINKIANG.	Freight and Passengers.
LYDIA	SHANGHAI and CHINKIANG.	Freight and Passengers.
KOWLOON	SHANGHAI and CHINKIANG.	Freight and Passengers.

Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

For steamers of the Coast Service marked * to
HONGKONG, 26th July, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship.	On
SHANGHAI	"KWONGSANG"	FRIDAY, 27th July, 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 27th July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA.	"KUTSANG"	TUESDAY, 31st July, 3 P.M.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

HONGKONG, 26th July, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOI, KOBE AND YOKOHAMA.

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Metzenbach	August 14th.
"ARAGONIA"	4,198	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meiser	September 16th.
"NUMANTIA"	4,370	Feldmann	October 9th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

ORIENTAL PACIFIC LINE.

FOR KOBE, YOKOHAMA AND SAN
FRANCISCO.

THE Steamship
"DAKOTAH" will be despatched for the above Ports, on or
about the 4th of August.

For Freight and further particulars, apply to
SHEWAN, TOMES & CO.,
Agents.

HONGKONG, 26th July, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong
and South American Ports.

PROPOSED sailings from HONGKONG
TO CALLAO, IQUIQUE, VIA JAPAN
PORTS.

"KASADO MARU," 6,000 tons, sails on or about August 7th, at Noon.	
"GLENFARG," 4,000 tons, sails on or about August 25th, at Noon.	

(Date of sailing subject to alteration.)
Taking freight also to other Western Coast
Ports of South America transhipping to the
Connecting Line.

The above steamers have splendid accom-
modation and are fitted throughout with Elec-
tric Light. A duly qualified Surgeon is carried
on each boat.

For further information as to Freight and
Passage, apply to

K. MATSUDA,
Manager,
York Building.

HONGKONG, 20th July, 1906.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE;
(Calling at Manila, Timor, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
"EMPIRE,"
Captain T. L. John George, will be despatched as
above, on SATURDAY, the 28th instant, at
10 A.M., instead of as previously advertised.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

M.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

HONGKONG, 24th July, 1906.

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast).

THE Steamship
"JESERIC,"
Captain Thompson, will be despatched for the
above Ports, on or about the 28th instant.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

HONGKONG, 4th July, 1906.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MOLDAVIA,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. "Victoria" and
"Arabia."

From Italy.

From Australia.

From Calcutta.

From Persian Gulf, ex B.I.S.N. and B. &
P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 31st instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

HONGKONG, 25th July, 1906.

FROM HAMBURG, PENANG AND
SINGAPORE.

THE H. A. L. Steamship

"SAXONIA,"

Captain Sachs, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless notice
to the contrary be given before TQ-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns and/or extra hazar-
dous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignee's risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 31st July, 1906, will be
subject to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 31st July, 1906, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

HONGKONG, 25th July, 1906.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON
AND STRAITS.

THE Steamship

"MONMOUTHSHIRE,"

Captain G. E. Warner, having arrived from the
above ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
at Kowloon, and stored at Consignee's risk and
expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 30th instant will be sub-
ject to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 30th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

HONGKONG, 24th July, 1906.

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London,
ex s.s. "Charente" and "Dordogne," from
Havre ex s.s. "Charente," and from Bordeaux
ex s.s. "Ville de Lorient," in connection with
above Steamer, are hereby informed that their
Goods, with the exception of Opium, Treas-
ure and Valuables are being landed and
stored at their risk into the hazardous and/or
extra hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before TQ-DAY, at 6 P.M., requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining undelivered after
MONDAY, the 30th July, at Noon, will be
subject to rent and landing charges.

All claims must be sent in to me on or before
the 30th July, or they will not be recognised.

All damaged packages will be examined on
MONDAY, the 30th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

HONGKONG, 23rd July, 1906.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"ZAIDA,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 12 o'clock Noon, the 24th instant,
will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

HONGKONG, 23rd July, 1906.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before TUES-
DAY, 24th instant, at 10 A.M.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after MONDAY, 30th July, will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on MONDAY, 30th July, at 10 A.M.

All Claims must reach us before the 6th

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for Batavia,
Persian Gulf, Continental, American
and South African Ports.)

THE Steamship

"DEVANHA"
Captain T. H. Hide, R.N.R., carrying His
Majesty's mails, will be despatched from this
for BOMBAY, on SATURDAY, the 25th July,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. "Moolah", 9,620 tons, from Colombo.
Passenger accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. "Persia",
due in London on the 9th September, 1906.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 14th July, 1906.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
"VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Shawmut	9,606	E. V. Roberts	27th July
Tremont	9,606	T. W. Garlick	22nd Aug.
Lyra	4,417	G. V. Williams	

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "Shawmut" and "Tremont"
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 3rd July, 1906.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON.



SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MARSEIL-
LES, LONDON, HAVRE,
BORDEAUX, MEDITERRANEAN AND BLACK
SEA PORTS.

The S.S. "ARMAND BEHIC,"
Captain Barillon, will be despatched for MAR-
SEILLES on TUESDAY, the 7th August,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transhipment at Colombo.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. "ERNEST SIMONS" 21st August.
S.S. "CALEDONIE" 4th September.
S.S. "POLYNESIE" 18th September.
S.S. "SALAZIE" 2nd October.

G. DE CHAMPEAUX,
Agent.
Hongkong, 25th July, 1906.

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	Per Case.
BRANDY	\$22.50
"	20.00
"	16.75
WHISKY, PALE MALT	20.00
"	12.50
JOHN WALKER & SONS' OLD HIGHLAND	10.50
"	10.50
C. P. & CO'S SPECIAL BLEND	20.00
PORT WINE, INVALIDS	13.75
"	20.00
DOURO	16.00
SHERRY, AMOROSO	40.50
"	
LA TORRE	
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Hongkong, 15th November, 1905.

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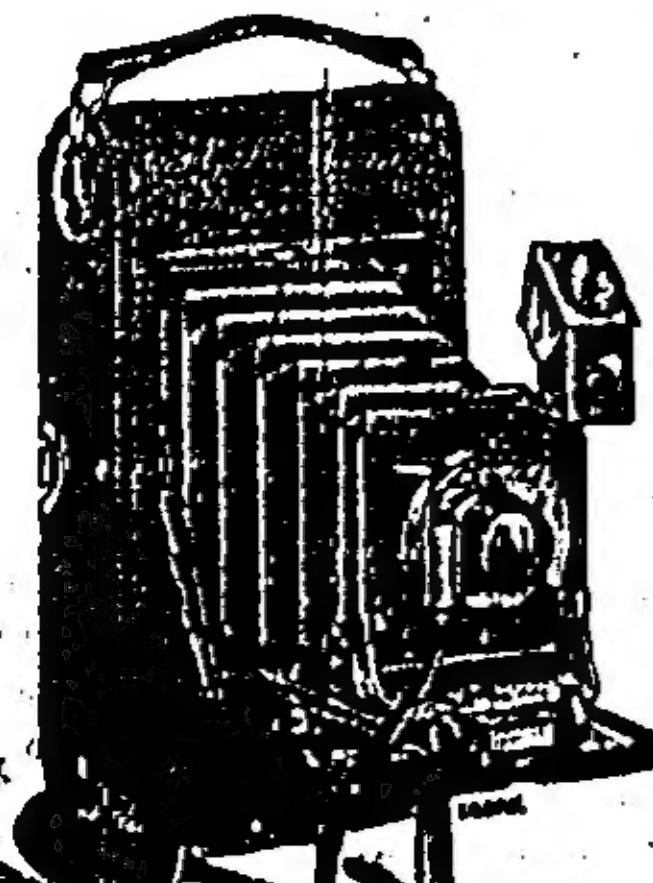
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Hongkong, 16th May, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KAPORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$9,500,000 \$10,500,000	\$1,699,777	{ £1 15/- div. and £1 bonus @ ex. 2/0/9/16 } = \$26.87 for 2nd half-year 1905	1 1/2 %	{ \$840 buyers London £92. \$47 cum call sa.
National Bank of China, Limited	99,925	£7	£6	\$12,735 \$150,000	\$74,099	\$2 (London 3/6) for 1903		
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,995	\$211,540	\$20 for 1904	6 %	\$340
North China Insurance Company, Limited	10,000	£15	£5	\$100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	5 1/2 %	Tls. 90 sellers.
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$100,000 \$331,131 \$1,153,844 \$150,270 \$161,778 \$15,527 \$1,000,000 \$120,478 \$1,120,478	\$2,712,271	Interim div. of \$30 for 1905	4 1/2 %	\$810 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$100,000 \$1,100,000	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$100,000 \$1,100,000	\$344,658	\$6 for 1904	6 1/2 %	\$89 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$100,000 \$1,100,000	\$422,618	\$25 for 1904	7 1/2 %	\$317 1/2
SHIPPING.								
China and Manila Steamship Company, Limited	20,000	\$25	\$25	\$5,000 \$26,638 \$31,638	\$6,563	\$1 1/2 for 1905	7 1/2 %	\$20 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000 \$100,000 \$200,000	Nil.	\$3 1/2 for year ended 30.6.1905	8 %	\$45
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	\$300,000 \$154,331 \$145,669	\$14,080	\$1 for 2nd half-year making \$2 for 1905	7 1/2 %	\$27 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$1,200,000 \$120,000 \$1,320,000	\$24,242	10/- @ ex. 2/1 9/16 = \$1.69	6 1/2 %	\$70 ex div.
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 5,000 Tls. 5,000 Tls. 10,000	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905	8 %	Tls. 62 sellers
Do. (Preference)	100,000	Tls. 50	Tls. 50	Tls. 5,000 Tls. 5,000 Tls. 10,000	Tls. 23,156	Final Tls. 14 making Tls. 3 1/2 for 1905	6 1/2 %	Tls. 52 sales
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$20,000,000 \$2,000,000 \$22,000,000	\$1,077,815	1/- (Coupon No. 6) for 1905	4 1/2 %	27 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$50,000 \$5,000 \$55,000	\$118	\$1.50 for year ending 30.4.1906	5 1/2 %	\$29
Do.	10,000	\$10	\$5	\$50,000 \$5,000 \$55,000	\$118	\$1.50 for year ending 30.4.1906	5 1/2 %	\$29
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 500,000 Tls. 50,000 Tls. 550,000	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905	9 %	Tls. 45 sellers
PELLETERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$1,000,000 \$100,000 \$1,100,000	\$140,914	Final of \$15 making \$25 for 1905	17 1/2 %	\$145
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000 \$70,000 \$770,000	\$132,588	\$3 for 1897		\$20 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 350,000 Tls. 35,000 Tls. 385,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04		Tls. 100 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	\$1,000,000 \$100,000 \$1,100,000	\$13,355	1/- (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 10 sellers
Central Consolidated Mining Company, Limited	100,000	G \$10	G \$10	\$1,000,000 \$100,000 \$1,100,000	G \$909,050	Final of 50 cents making G \$1 for 1905	7 %	G \$14
Kaib Australian Gold Mining Company, Limited	150,000	£1	£1	\$1,500,000 \$150,000 \$1,650,000	\$8,745	No. 12 of 1/- = 48 cents		\$3 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	\$450,000 \$45,000 \$495,000	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$2,000,000 \$200,000 \$2,200,000	\$20,040	Final of \$3 1/2 making \$6 for 1905	5 1/2 %	\$106
Wharf and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$500,000 \$50,000 \$550,000	\$36,232	\$6 for second half-year making \$12 for 1905	7 1/2 %	\$155
New Amoy Dock Company, Limited	10,000	\$50	\$50	\$500,000 \$50,000 \$550,000	\$2,221	\$1 for 1905	6 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	10,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 100,000 Tls. 1,100,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	8 1/2 %	Tls. 93 ex div.
Shanghai and Hongkong Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 3,200,000 Tls. 320,000 Tls. 3,520,000	Tls. 57,605	Final of Tls. 8 making Tls. 14 for 1905	6 %	Tls. 230 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 250,000 Tls. 25,000 Tls. 275,000	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000 Tls. 250,000 Tls. 2,750,000	none	First year		Tls. 100
Hotel House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$250,000 \$25,000 \$275,000	\$9,028	\$2 1/2 for year ended 30.6.1905	7 1/2 %	\$32 1/2 buyers
Central Stores, Limited	6,000	\$15	\$15	\$90,000 \$9,000 \$99,000	\$4,710	\$2.40 on \$12 for 1905	13 1/2 %	\$18 sales
Do. (new issue)	24,000	\$15	\$15	\$360,000 \$36,000 \$396,000	none	7 % on \$7 1/2 for 1905		\$15 1/2 sales
Do. (Founders)	123	\$15	\$15	\$1,845 \$184,500 \$186,345	\$169	None		\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000 \$60,000 \$660,000	\$69,830	\$5 for second half-year making \$10 for 1905	8 %	\$125
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$1,000,000 \$100,000 \$1,100,000	\$67,830	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$111 1/2 ex div.
Hotel des Colonies Company, Limited	10,000	Tls. 25	Tls. 25	Tls. 250,000 Tls. 25,000 Tls. 275,000	Tls. 1,935	Final of 6 % = 10 % for 1905	14 1/2 %	Tls. 17 sellers
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$200,000 \$20,000 \$220,000	\$4,699	Final of \$6 making \$10	10 %	\$100
Smithy Estate & Finance Company, Limited	10,000	\$10	\$10	\$100,000 \$10,000 \$110,000	\$5,070	80 cents for 1905	7 1/2 %	\$11 1/2
Kowloon Land and Building Company, Limited	1,000	\$50	\$30	\$50,000 \$5,000 \$55,000	\$574	\$2 1/2 for 1905	6 1/2 %	\$38
Shanghai Land Investment Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 500,000 Tls. 50,000 Tls. 550,000	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 110 ex d. b.
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 \$62,500 \$687,500	\$772	Interim div. of \$2 account 1906	8 %	\$50 ex div.
COTTON MILLS.								
Yuen Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000 Tls. 75,000 Tls. 825,000	Tls. 100,000	Tls. 8 for year ended 31.10.1905	11 1/2 %	Tls. 70 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$125,000 \$1,375,000	\$23,264	\$1 for the year ending 31.7.05	7 %	\$14 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 75,000 Tls. 825,000	Tls. 18,718	3 % a/c 1898		Tls. 60 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 Tls. 80,000 Tls. 880,000	Tls. 30,760	Tls. 8 for 1905	10 1/2 %	Tls. 75 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 1,000,000 Tls. 100,000 Tls. 1,100,000	Tls. 35,986	Tls. 25 for 1905	8 1/2 %	Tls. 300 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	\$400,000 \$40,000 \$440,000	\$1,066	\$7 for 1905	8 1/2 %	\$85 sales
Bell's Asbestos Eastern Agency, Limited	8,000	12/6	12/6	\$100,000 \$10,000 \$110,000	\$86	1/3 per share for 1905	8 1/2 %	\$7
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$12,000 \$1,200 \$13,200	\$1,007	\$3 for 1905	8 1/2 %	\$22
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$72,000 \$792,000	Nil.	\$1 for 1904	9 1/2 %	\$8
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 200,000 Tls. 20,000 Tls. 220,000	Tls. 189	Final of Tls. 5 making Tls. 10 for 1905	12 1/2 %	Tls. 78 sellers
China Light and Power Company, Limited	10,000	\$10	\$10	\$100,000 \$10,000 \$110,000	\$1,219	60 cents for year ended 28.2.06	6 %	\$10 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000 \$100,000 \$1,100,000	\$1,581	80 cents for 1905	9 %	\$9 sales and
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$187,500 \$18,750 \$206,250	\$2,864	\$1.20 for year ending 31.7.1905	7 1/2 %	\$16 1/2
Green Island Cement Company, Limited	150,000	\$10	\$10	\$1,500,000 \$150,000 \$1,650,000	\$52,391	\$2 dividend and 50 cents bonus for 1905	8 1/2 %	\$28 1/2
Hall & Holtz, Limited	21,000	\$20	\$20	\$420,000 \$42,000 \$462,000	\$20,893	\$2 1/2 for year ending 28.2.06	11 %	\$23 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$60,000 \$660,000	\$2,568	10/- @ ex. 2/1 9/16 = \$1.69	8 %	\$15
Hongkong High-Level Tramways Company, Ltd.	1250	\$100	\$100	\$125,000 \$12,500 \$137,500	\$5,796	\$15 for year ending 30.11.1904	6 1/2 %	\$235
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$12,500 \$137,500	\$5,796	Final of \$15 making \$19 for 1905	8 %	\$240 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$500,000 \$50,000 \$550,000	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$24
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$150,000 \$15,000 \$165,000	\$88	Final of 50 cents making \$1 for the year	11 %	\$9
Mauschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 517,500 Tls. 27,603	Tls. 10,374	second interim div. of Tls. 7 1/2 making Tls. 15 so far a/c yr. ended 31.10.06	10 1/2 %	Tls. 217 1/2
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. P. 34,374	None		\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 165,000 Tls. 16,500 Tls. 181,500	Tls. 11,017	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 130 ex d. b.
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 270,000 Tls. 27,000 Tls. 297,000	Tls. 9,751	Tls. 6 for 1904	12 %	Tls. 50 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 450,000 Tls. 45,000 Tls. 495,000	Tls. 7,753	Final of Tls. 8 making Tls. 14 for 1905	9 1/2 %	Tls. 145 sellers
Shanghai-Sumatra Tobacco Company, Limited	3,000	Tls. 20	Tls. 20	Tls. 24,000 Tls. 2,400 Tls. 26,400	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	7 %	Tls. 72 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 190,000 Tls. 19,000 Tls. 209,000	Tls. 85,592	Final of 37 1/2 making 37 1/2 for 1905/6		Tls. 365 sellers
South China Morning Post, Limited	7,200	£20	£20	none	Dr. \$41,934	First year		Tls. 280 sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$1,134	None		\$6
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 1,529 Tls. 16,824	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 110
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$90,000 \$9,000 \$99,000	\$551	80 cents for year ended 31.5.1905	9 %	\$9
Do. (Founders)	100	\$10	\$10	\$1,000 \$100 \$1,100	\$551	\$19.80	11 1/2 %	\$180
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$90,000 \$990,000	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 %	\$13
William Powell, Limited	15,000	\$10	\$10	\$150,000 \$15,000 \$165,000	\$266	Interim div. of 50 cts. for the year 1905/6	9 1/2 %	\$10 1/2
DIVIDENDS PAYABLE								
Shanghai Waterworks Co., Ltd.						15/-		27th July
do do (new)						5/-		2nd August
Hongkong Ice Co., Ltd.						Tls. 5		6th August